

The Hongkong Telegraph.

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THURSDAY, SEPTEMBER 10, 1908.

四拜禮

號十月九英曆

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS 15,120,000

Head Office: YOKOHAMA

Branches and Agencies:

TOKIO, OSAKA, NAGASAKI, LONDON, LYONS, NEW YORK, SAN FRANCISCO, HONOLULU, BOMBAY, SHANGHAI, HANKOW, CHEFOO, TIENTSIN, PEKIN, NEWHANG, DALNY, PORT ARTHUR, ANTON, LIYANG, MUKDEN, TIE-LING, CHANG-CHUN.

HONGKONG: INTEREST ALLOWED.
On Current Account at the rate of 3 per cent. per annum on the Daily Balance.

On fixed deposit:—
For 12 months 5% p.a.
" 6 " 4% " "
" 3 " 3% " "
TAKKO TAKAMICHI,
Manager.

Hongkong, 23rd March, 1908. [23]

DEUTSCHE ASIATISCHE BANK.

CAPITAL FULLY PAID-UP...Sh. Tals 7,500,000

HEAD OFFICE: SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: Berlin, Calcutta, Hamburg, Hankow, Kobe, Peking, Singapore, Tientsin, Tientsin, Tientsin, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank), Direction der Disconto-Gesellschaft, Deutsche Bank, S. Bleichroeder, Berliner Handels-Gesellschaft, Bank fuer Handel und Industrie, Robert Warshawsky & Co., Mendelssohn & Co., M. A. von Rothschild & Soehne, Frankfurt a/M., Norddeutsche Bank in Hamburg, Hamburg, Sal. Oppenheim jr. & Co., Koeln, Bayerische Hypothek und Wechselbank, Muenchen.

LONDON BANKERS: Messrs. N. M. Rothschild & Sons, THE UNION OF LONDON AND SMITH'S BANK, LIMITED, DEUTSCHE BANK (BERLIN), LONDON AGENT, DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

A. KOHN, Manager.

Hongkong, 4th December, 1907. [19]

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824

PAID-UP CAPITAL Fl. 45,000,000 (£3,750,000).
RESERVE FUND Fl. 5,750,000 (£470,907).

Head Office: AMSTERDAM.

Head Agency: BATAVIA.

BRANCHES: Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cheribon, Tegal, Pecalongan, Paseroean, Tjilatjap, Padang, Medan (Deli), Palembang, Kotabradja (Acheen), Bandoeng, Batavia, Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS: THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.
On Current Accounts 2% per annum on daily balances.
Fixed Deposits 12 months 4% per annum.
Do. 6 " 4% " "
Do. 3 " 3% " "
J. L. VAN HOUTEN, Agent.

Hongkong, 16th July 1908. [25]

THE GRAND CARLTON HOTEL

8 & 10, Ice House Road.

WILL OPEN SHORTLY.

40 LARGE and AIRY ROOMS.

Elegantly Furnished.

For further particulars, apply—

MANAGER,

Kowloon Hotel.

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

SHANGHAI, MOJI, KOBE & PERA
YOKOHAMA Capt. W. W. Cooke, R.N.R. } About 12th } Freight only.
Sept.

SHANGHAI, MOJI & KOBE... } ORIENTAL } About 17th } Freight and
Capt. A. L. Valentini } Sept. } Passage.

LONDON, &c., via usual Ports } MALTA } 19th Sept. } See Special
Capt. H. P. ... } Noon. } Advertisement.

For Further Particulars, apply to
F. J. ABBOTT,
Acting Superintendent.

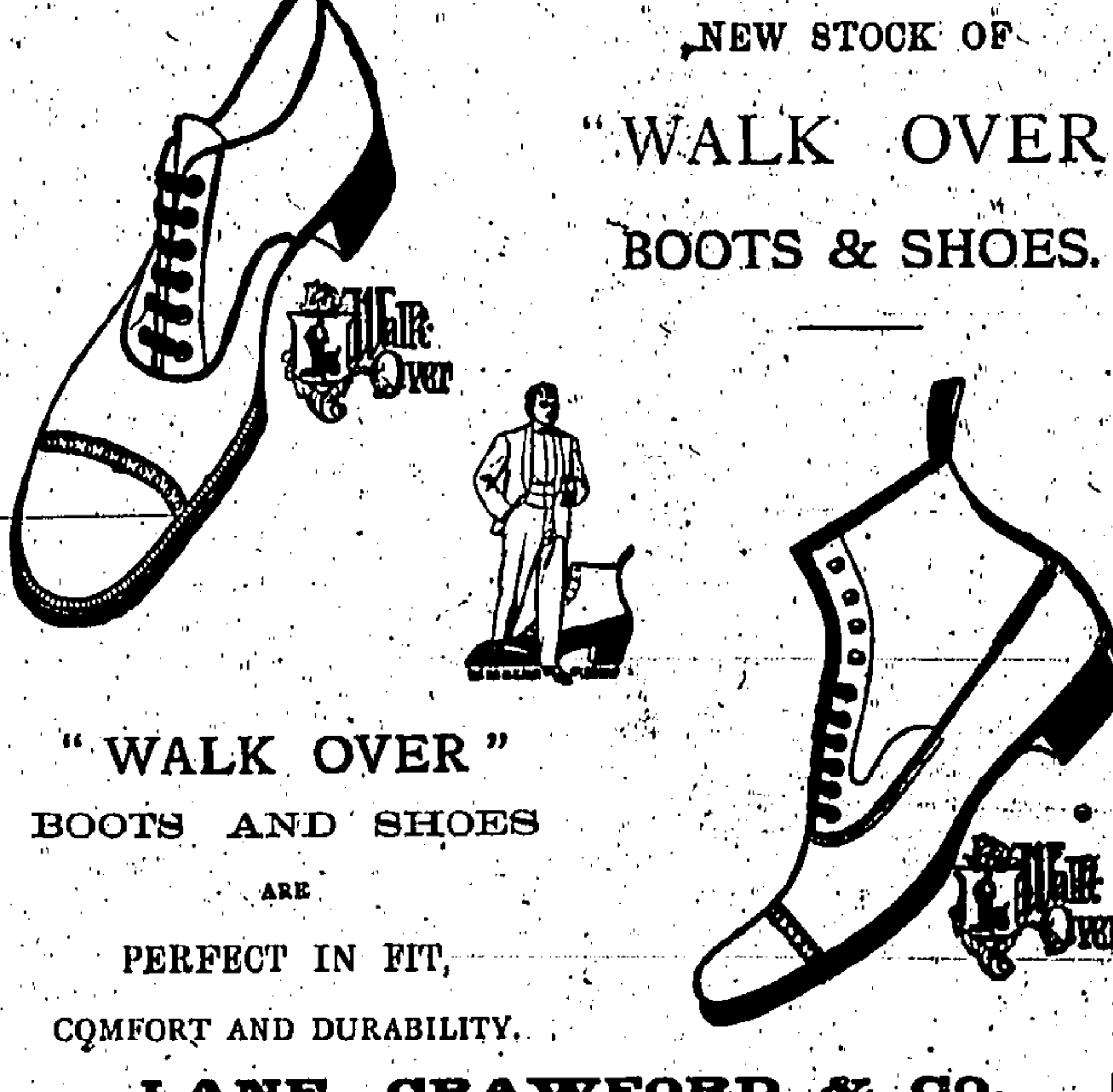
Hongkong, 5th September, 1908. [7]

Intimations.

LANE, CRAWFORD & CO.

NEW STOCK OF

"WALK OVER"
BOOTS & SHOES.



PERFECT IN FIT,
COMFORT AND DURABILITY.

LANE, CRAWFORD & CO. [68]

Ask for

KUPPER'S PILSENER BEER

And see that you get it.

Telephone
No. 75.

SOLE AGENTS:

CALDBECK, MACGREGOR & CO.,

WINE AND SPIRIT MERCHANTS,

15, Queen's Road Central.

Hongkong, 11th August, 1908. [140]

THE SAVOY,

13, Queen's Road Central.

FIRST CLASS GOODS:

New Regal Shoes and Monarch

Shirts.

Outfitters.

W. B. Corsets.

Ladies' Shoes.

Embroidered Linen and Swatow

Drawn Work, &c.

Hongkong, 2nd July, 1908. [63]

INTERNATIONAL SLEEPING CAR

and

EXPRESS TRAINS CO.

(THE

GREAT TRANS-SIBERIAN ROUTE

TO EUROPE.)

HAVING been appointed AGENTS for the above Company, we shall be pleased to give any information as to rates of passage, &c., in connection with above.

SHEWAN, TOMES & Co.

Agents.

Hongkong, 11th July, 1907. [147]

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PRAX, near the TRAM TERMINUS Tel. 56.

For Terms, &c., apply to the

MANAGER

Hongkong, 2nd July, 1908. [63]

Shipping—Steamers

HONGKONG, CANTON, MACAO

AND

WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND
THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAN" 2,363 Tons, "FATSHAN" 2,260 Tons, "KINSHAN" 1,995 Tons, "HEUNGSHAN" 1,998 Tons.
Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8 A.M. and 5.30 P.M. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.
Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-AN" 1,651 Tons and "SUI-TAI" 1,651 Tons.
Departures from Hongkong to Macao on week days at 8 A.M. from the Company's Wharf, Lok Street Wharf and at 2 P.M. from the Company's Wharf.
REDUCED SALOON RATES AT WEEK-END.
Saturday A.M. or P.M. departure, returning Sunday A.M. or P.M. \$5.00
Do. do. do. Monday do. \$6.00

CANTON-MACAO LINE.

S.S. "HOI SANG".
Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.
Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 Tons, and "NANNING," 569 Tons.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

EXCURSION TO MACAO.

On SUNDAY, 13th September.
S.S. "HEUNGSHAN".
will depart from the COMPANY'S WHARF, at 9 A.M. Departure from Macao at 3 P.M.
Popular Excursion Rates as usual.
Machado's String Band will play selections of Music during the trip.
N.B.—S.S. "SUI-AN" will make an extra Trip on SATURDAY, the 12th Sept., leaving Wing Lok Street Wharf at 7 P.M., and returning from Macao on SUNDAY, at 7.30 A.M.
S.S. Sui-Tai will not run on Sunday, the 13th inst.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
HOTEL MANSIONS, (FIRST FLOOR),
opposite the Hongkong Hotel. [6]

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights

A. F. DAVIES,

Manager. [1]

CONNAUGHT HOTEL,

HONGKONG.

A FIRST-CLASS EUROPEAN HOTEL

SITUATED IN THE MAIN STREET NEAR THE BANKS AND PRINCIPAL OFFICES.
STRICTLY EUROPEAN MANAGEMENT.

Wines and Spirits of the very Best Quality.
Bath to Every Room.
Hot and Cold Water Throughout.
Hotel Launch Meets all Steamers.
Special Terms for Tourists and Parties or Families.

FOR TERMS APPLY TO—

THE MANAGER & AGENT

HOTEL PLEASANTON,

No. 17, Water Street, Yokohama.

FIRST CLASS PRIVATE HOTEL—Newly Opened (and) Furnished. Suites for Single Rooms, Private Baths, Modern Sanitary Fittings, Electric Light, Up-to-date Appointments, Renowned Cuisine, Dark Room for Photographers. Charges Moderate.

HENRY LUTZ

Manager. [92]

Hongkong, 16th July, 1908. [92]

Mails.

NORDDEUTSCHER LLOYD,

BREMEN.

IMPERIAL GERMAN MAIL LINE.

FOR STEAMERS TO SAIL

KUDAT and SANDAKAN..... { "BORNHO" } FRIDAY,
Capt. F. Sembill 9 A.M., 11th September.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 9th September, 1908.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL,
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA...	VILLE DE LA CIOTAT	Barillon	14th Sept., P.M.
MARSEILLES, VIA PORTS	AUSTRALIEN	Verron	15th Sept., 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	CALEDONNIEN	Martin	28th Sept., P.M.
MARSEILLES, VIA PORTS	ERNEST SIMONS	Girard	29th Sept., at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. NALIN,

ACTING AGENT,

QUEEN'S BUILDINGS.

Hongkong, 3rd September, 1908.

CHARGEURS RÉUNIS.

FRENCH STEAMSHIP Co.—HEAD OFFICE: PARIS.

ALL ROUND THE WORLD LINE.

Outward: ANTWERP, DUNKIRK, LA PALICE, MARSEILLES, GENOA, NAPLES, COLOMBO, via SUEZ, SINGAPORE, HONGKONG, CHINA, WANTAO (Peking, Tientsin), KOBE, YOKOHAMA.

GENOA to HONGKONG in 30 DAYS.

NAPLES 29

Unique opportunity to make a tour in North-China and Japan with the Greatest Speed, Safety and Comfort.

Trans-Pacific: VICTORIA (B.C.), VANCOUVER, SEATTLE, SAN FRANCISCO.

Connecting with the Canadian Pacific Railway.

FREIGHT to OVERLAND via VANCOUVER.

PASSENGERS to OVERLAND and EUROPE via VANCOUVER.

YOKOHAMA—VANCOUVER 13 DAYS.

LONDON and PARIS 20

Homeward: MEXICO, RIVER PLATE, BRAZIL, LA PALICE, LIVERPOOL, via MAGELLAN STRAITS.

Proposed Sailings:

QUESSANT 17th Sept.	OEYLAN 26th Nov.
AMIRAL OLRY 18th Oct.	CORSE 11th Jan. 1909.

1 New Twin Screw 16,000 Tons displacement, 1st class accommodation, splendidly equipped with single berth cabins.

2 Intermediate class and rates of passage.

All round the world ticket by these boats, &c.

For further Particulars, apply to

P. NALIN, FRENCH MAIL OFFICE.

Hongkong, 10th September, 1908.

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamers "LINTAN" and "SAN-UI" sail from HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 4 DAYS. These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.

THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILATING.

For further information apply to—

BUTTERFIELD & SWIRE,

AGENTS, WEST RIVER BRITISH S.S. COMPANIES.

Hongkong, 10th March, 1908.

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft. bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captain and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 508, or 681.

Telegrams: "Dock, Yokohama." Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

Shipping—Steamers.

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAVA	First half Sept.	JAPAN	First half Sept.
TJIMAH	JAPAN	Second half Sept.	JAVA	Second half Sept.
TJIBODAS	JAPAN	Second half Sept.	JAVA	Second half Sept.
TJILIWONG	JAVA	Second half Sept.	SHANGHAI	Second half Sept.
TJILATJAP	JAVA	First half Oct.	SHANGHAI	First half Oct.
TJIKINI	JAVA	Second half Oct.	JAPAN	Second half Oct.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

YORK BUILDINGS, 1st floor,

Hongkong, 7th September, 1908.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.

Departure from Hongkong at 10 P.M. (Saturdays excepted).

Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wing Lok Street.

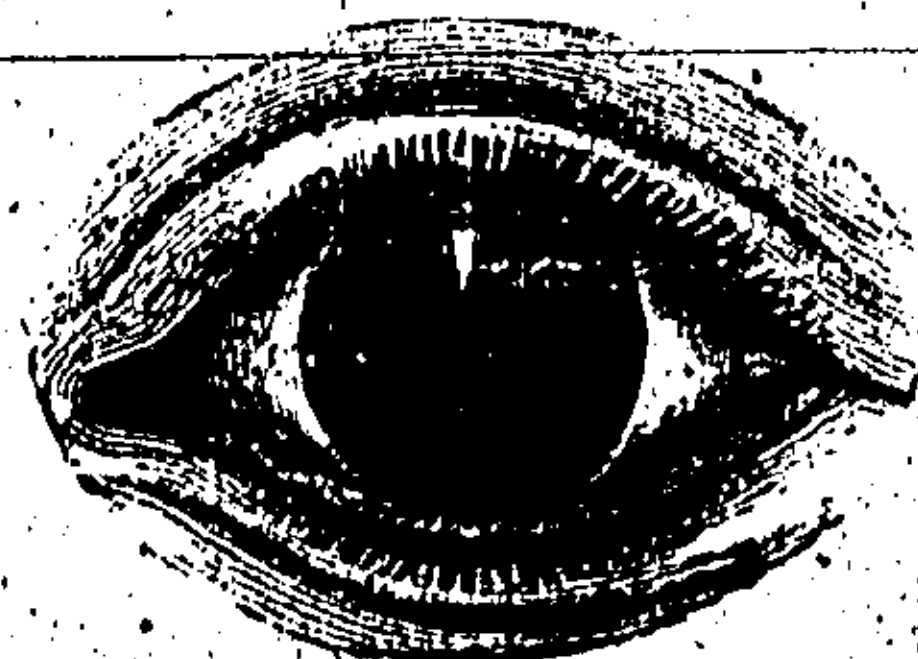
Canton Agents: Messrs. E. Pasquet & Co.

For further particulars, please apply to—

BARRETTO & CO.,

Agents.

Hongkong, 28th March, 1908.



EYES

RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

31, John Street, Bedford Row, W.C.

Hongkong, 4th March 1908.

CALCUTTA,

55, Beelack Street.

SHANGHAI,

566, Nanking Road.

ANOTHER JAPANESE AFFRAY IN SHANGHAI.

The N. C. D. News of the 5th instant says:—Another disgraceful affray in which a number of Japanese sailors were involved, that might very well have been attended by serious results, took place in the Hongkew district about midnight on Thursday. The trouble started with an apparently unprovoked assault upon a woman in Yalu Road, by a Japanese sailor. An Indian constable attempted to arrest the man, but he succeeded in eluding his grasp, and made off down the road. P. C. Norman gave chase, and arrested the sailor, and an N. C. O. then made an attempt to rescue his comrade. He was arrested also, and the party was on the way to the Hongkew Police Station when a mob of Japanese turned out and made a desperate attack upon the captors with stones and bottles. Numerically overwhelmed, the police were unable to keep their prisoners, and had to beat a retreat to the station. Here arms and reinforcements were secured, and though the Japanese again showed fight they calmed down when a revolver had been discharged into the air by Det. Sergeant Cruikshank. The sailors retired hastily to the Naval Club in Yuhang Road, which was immediately surrounded by the police. Mr. Takishima, the Police Inspector of the Consulate, was summoned by telephone, and after communication had been opened with Mr. Eliaki, Japanese Consul-General, who was aroused twice during the night, a Japanese naval guard was procured to arrest the men on the premises. In the morning four of the men were charged at the Japanese Police Court, but the rest of the sailors were sent on board their ship, and it is to be feared that it will be difficult to identify them as having taken part in the affray. Further details of the disturbance were brought out in evidence at the Japanese Consular Court yesterday morning, and a report of the proceedings will be found on another page.

Last night more Japanese sailors paraded Hongkew in gangs. The authorities might consider the advisability of stopping shore-leave on the Shanghai station, as these repeated disturbances threaten to become a standing disgrace to the Japanese navy.

Intimations.

THE IMPERIAL COLONIAL CLUB.

THE above Club is formed chiefly for COLONIAL and OVER-SEAS MEMBERS; it is situated at No. 84, Piccadilly (the centre of Clubland), opposite the Green Park.

The Club has a Bridge Section, Reception, Dining, Billiard Room, Smoking Lounge, Reading Room and Library.

Ladies are eligible as Members.

Entrance Fee, Five Guineas, Annual Subscription, Five Guineas.

Further particulars from

THE ORGANISING SECRETARY,

84, Piccadilly, W.

London, 19th August, 1908. 1769

FRENCH STORE

(late A. Chazalon & Co.),

6, QUEEN'S ROAD CENTRAL.

HAVE just received a Fresh Assortment of AMERICAN GOODS comprising the following:—

SALT HERRINGS, MACKERELS, SALMON BELLIES, CADFISH BLOCKS, SPICED NORWEGIAN ANCHOVIES, SARDELLES, CANNED FRUITS, ASPARAGUS, &c., &c., &c.

Hongkong, 22nd August, 1908. 1750

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP \$1,250,000)

Loans on Mortgage of House Property, &c. Goods received on Storage. Advances made on Merchandise. Loans made on the Provident System. (Rates and Particulars on application).

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 19th March, 1908. 1748

D. NOMA,

PROFESSIONAL TATTOOER

THE EXPERT REMOVER OF TATTOO MARKS, No. 60 QUEEN'S ROAD, CENTRAL.

PATRONISED by Prince of Wales, then H. R. H. The Duke of York, and H. R. H. The Emperor of Russia, and having 4,500 testimonials from all sources.

My 34 years' experience in tattooing is a guarantee of good work and prompt execution. My colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. In tattooing unlike some species of engravings, care must be taken to have the work done in a perfect, high-toned manner, in order to take special precaution against possible dangers; I use fresh materials daily.

The copying of Portraits with distinct minutiae a speciality.

Hongkong, 1st September, 1908. 1744

Entertainment.

VOLUNTEER CONCERT.

A GRAND PROMENADE CONCERT will be held on the VOLUNTEER PARADE GROUND at 8.15 P.M. on SATURDAY, the 12th September, 1908.

By kind permission of Lieut.-Colonel R. F. B. Glover, D.S.O., the Band of the 3rd Middlesex Regt. will attend.

The following ladies and gentlemen have kindly consented to assist:—Mrs. C. H. Edwards, The Misses Salt, Messrs. G. H. Edwards, P. W. Goldring, Walter Benedetto, Ivan Caryl, Graft, W. H. Hannibal.

Tickets 2s and 5s can be obtained from Volunteer Headquarters and Messrs. Kelly & Walsh.

A. CHAPMAN, Lt.-Col., Commandant H.K. Vol. Corps, Hongkong, 9th September, 1908. [811]

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, TO-MORROW, the 11th September, 1908, at Noon, at Queen's Statue Wharf, The Steam Launch

"KEN,"

as she now lies with all Gear, Appurtenances on board, in One Lot.

The Launch to be at the Buyer's risk after the fall of the hammer.

Terms:—Cash before delivery, 50 per cent. of the purchase money to be paid on the fall of the hammer, balance and the clearance to be effected within 48 hours after the sale.

Inspecting Orders can be obtained from the Auctioneers.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 10th September, 1908. [827]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, ON

SATURDAY,

the 12th September, 1908, at 2.30 P.M., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street,

A LARGE ASSORTMENT OF JAPANESE CURIOS,

Comprising:—

SILK-EMBROIDERED BED COVERS, TABLE COVERS, WALL HANGINGS, KIMONOS and SCREEN, IVORY CARVINGS, SATSUMA TEA SETS, VASES, BOWLS, PLATES, MAKUDZU TEA SETS, and VASES, BRONZE and BRASS WORKS, GOLD and SILVER CLOISONNE WARES, and TEA SETS, &c., &c.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 8th September, 1908. [826]

Intimations.

MUSIC LESSON.

LESSONS in Violin, Mandoline and Guitar at pupil's residence.

Evening engagements for Dances and Concerts.

Apply to—

E. J. LOPES,

C/o Hongkong Telegraph Office.

Hongkong, 6th March, 1908. 1902

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask ex Factory.

In Bags of 250 lbs. net \$8.45 per Bag ex Factory.

SHEWAN TOMES & Co.,

General Managers.

Hongkong, 15th August, 1908. 1741

O. C. MOOSA,

1 & 3, D'AGUILAR STREET.

JUST UNPACKED A LARGE AND

SPLENDID STOCK OF

FRENCH MILLINERY,

VARIOUS SHAPES AND COLOURS.

SHOES! SHOES! SHOES!

BLACK AND TAN GLACE

from the best American Manufacturer.

FLANNELS, TWEEDS, SERGES,

Ladies' DRESSING GOWNS

and JACKETS.

Samples on application. Coast

ports orders carefully executed.

Hongkong, 1st January, 1908. 1710

Intimations.

Wm. Powell, Ltd.,
ALEXANDRA BUILDINGS.

THIS WEEK.

First Consignment
of
Novelties
for
The Fall.

Fashions
of
To-day.

NEW GOODS
IN EVERY
DEPARTMENT.

Exclusive
New
Productions.

Prevailing
Styles
from
London
and
Paris.

Wm. Powell, Ltd.,
General Drapers,
Furnishers,
Des Voeux Road,
and
28, Queen's Road,
HONGKONG.

SHIPPING CONFERENCE.

SOME IMPORTANT SINGAPORE PRONOUNCEMENTS.

[Extracts from the Report on the Straits Settlements for the year 1907, by the Hon. Mr. Capt. Young, Colonial Secretary.]

The vexed question of Shipping Rings or Conferences is, awaiting the report of the Royal Commission appointed in England in 1907 to investigate the subject.

A report by a Sub-Committee of the Singapore Chamber of Commerce dated the 10th of July, 1907, answering questions on this subject submitted at the instance of the Royal Commission was forwarded to the Secretary of State together with a report from Mr. Stuart, the Registrar of Imports and Exports.

This officer at my request has prepared a statement showing the approximate volume of cargo shipped in scale tons during 1907, to the United Kingdom, the rest of Europe, excluding Russia, to which country the influence of the Conference does not extend, and to America; the approximate amount of freight paid thereon, and the average, approximate amount that would have been paid yearly on the same cargo at the rates current during the five years previous to the Conference.

In annex the Registrar's return which shows approximately the tax on cargo levied by the Straits, Homeward and New York Shipping Conferences in 1907, or in other words the amount estimated to have been actually paid in excess of that which the currently quoted average rates of freight during the respective five years prior to the establishment of these Conferences in 1897 and 1905 respectively would have entailed.

The results for 1907 are approximately as follows:—

Total volume in scale tons of cargo shipped to the United Kingdom, the rest of Europe, excluding Russia, and to America tons 386,200. Total freight charged thereon £567,500. Total freights that would have been charged on the same prior to the Conferences £403,400.

Difference £164,100

Secret rebate of 5% on all freights pooled, paid to certain specially favoured firms £38,375. The Registrar of Imports and Exports is of opinion, that the difference of £164,100 which he shows, is for the following reasons an underestimate:—

(i) The quotations prior to the establishment of Conferences were the asking prices and less was frequently obtained.

(ii) Articles which are shipped as bag goods and measurement have all been reckoned by him at the lower or bag rate.

(iii) Other principal articles on much of which expensive freight is usually charged have been reckoned by him on the basis of the low freights quoted for principal goods, which show 43 per cent. an increase compared with about 8 per cent. for measurement cargo.

(iv) Other articles such as Tapioca, Flour, Pearl Sago, Cane, certain Gums, Spices, etc., are not included.

(v) Of Rattans one-third of the quantity exported to the United Kingdom, and the whole of what went to the Continent have been assumed to have been shipped as "Dunnage" which pays a much reduced rate of freight: the same article to America has been taken at scale ton rate.

In this and other ways favourable consideration has been given so that there may be no ground for any allegation of exaggeration.

The Sub-Committee of the Chamber of Commerce of Singapore in their report dated 10th July, 1907, gave figures showing that there was an increase in the volume of shipments of the principal articles of produce (including tin) to the United Kingdom, the Continent and the United States of America in the second five years over the first half of the decade prior to the establishment of Conferences.

The same statement shows that in volume of cargo carried there was an actual loss in the second five years after the formation of the Conference.

The net loss in ten years is placed by the Sub-Committee at 23,512 tons or a yearly average of 2,351 tons.

Deductions from these figures would appear to indicate that there has been a diversion of trade due to the action of the Conference, and taking into consideration that there has been an enormous expansion of trade throughout the Eastern Archipelago since 1896, of which the Colony in its position hitherto as a main collecting and distributing centre should have derived its full share, the diversion of trade is much greater than is shown by the figures given in the report referred to.

Whether this diversion of trade is due directly to the effects of these Conferences, or whether it has been contributed to by a variety of causes, the fact remains that there has been a diversion of trade so considerable as to make the subject a most serious one for the Colony.

Undoubtedly one effect of these Shipping Conferences has been to eliminate all chance of any sailing vessel obtaining cargo in the Colony for the United Kingdom or Continent of Europe, and the same prohibition has in effect been placed upon the economically run "ramp" steamers, British mainly, which used to participate largely in the important overseas carrying trade of this Colony.

It seems appropriate to remark specially here that the report of a Sub-Committee of the Chamber of Commerce of Singapore referred to above, emphasises the fact that practice exists under which the Steamship Companies comprising these Conferences pay a preferential or so called "secret" return of 5 per cent. on the total of all freights earned from the Straits by Conference steamers to a limited number of privileged firms of persons; the apportionment among these firms being kept secret. The Sub-Committee (some of the members of which belong to firms who are participants in this special privilege) have placed on record that the "privileged" firms of persons—among whom are foreigners—who

participate in this so called "secret" return are thus placed at an advantage over other merchant shippers of this Colony.

This practice of giving a special preference to a selected few, is, I believe, peculiar to this Colony.

THE CONFERENCE.

WHAT IT HAS DONE FOR SINGAPORE.

Prior to the receipt of the above, we had already received an important article on the same subject by a well-qualified shipping man. The practical agreement of official and unofficial views on the subject of the Shipping Conference is remarkable. The article is as follows:—

Much has been said of the evil and something of the good, that the combination of the Shipping Companies for the purpose of fixing rates of freights between the Straits and British and Continental Ports has done. But its effect on our trade is so enormous that, at the risk of a little repetition, I am compelled to again call attention to some of the results, and endeavour to ascertain financially how it has affected our trade.

Before the Conference was established, London and Liverpool were absorbing most of the trade from the Straits. Freights were on an average 15s to 20s. All kinds of vessels loaded in the Port, sailing vessels, tramp steamers, mail steamers, and regular liners, chiefly, as I have said, for London and Liverpool.

The Conference raised the rates, and by the rebate system prevented shippers from using any of the facilities afforded by non-Conference steamers. These cheap competitive carriers were expelled from the Port. The Conference owners have made Singapore a closed port and have monopolised the trade of the Colony, with the usual detrimental effect of a monopoly. They have swallowed the difference between the old cheap freight, and the present dear freight. And the beauty of it is that two-thirds of the Rigs Steamers.

THE DIRECT TRADE TO FOREIGN COMPANIES. The direct trade we had with England has been diverted from London and Liverpool to other ports, mostly Colonies.

The Conference has also given the Commission Agents (the agents of the Companies, nearly all European) ten per cent commission. And some get an additional five per cent on the whole freight of cargo leaving Singapore, the Glad Commission. Why is this extra high commission paid to half a dozen firms? Because tramp and outside steamers have been shut out, and their profits from these sources lost. The Colony has lost.

ALL THE EXTRA COMMISSION ON OUTSIDE STEAMERS.

Besides the losses in freight, we have lost most of our coasting trade, and a good many of our coasting steamers. Here is a fact. Two coasting steamers are now trading with Macassar. They bring produce from that Port, Singapore handles it and despatches it. They will be compelled to stop sooner or later. What is the use of their bringing cargo to Singapore to be sent home at Conference rates, when the freight from Macassar to Europe is less than that from Singapore? Macassar is becoming a centre of Far Eastern Trade. The Dutch Government are spending large sums on the wharves, solidly constructed with iron piles, and every facility for loading and discharging. We are told that this is a natural divergence of trade. Is it not simply because of the high freights from Singapore? The loss of this trade affects all traders, ship-people, engineering establishments, shops, &c.

The high freights have adversely affected our produce exports. The margin of profit, when these higher freights have been paid, is too small to induce the native trader to trouble about small consignments. Though there has also been a drop in produce prices, that is not peculiar to Singapore. The increased freights are an additional drag on our trade.

THE HARBOUR SCHEME.

This is one of the grandest schemes for the benefit of the port ever attempted. It will put us on the same favourable footing as other European and American Ports, and will enable us to handle cargo as expeditiously and cheaply as the best of them. It will give Singapore the chance of becoming one of the largest commercial ports.

But, if the Shipping Conference kills our coasting trade, and starves out our coasting steamers, what is the good of the best of all schemes? The money spent on it will be thrown away.

Singapore is differently placed to other ports that come under the baneful influence of the Conference. They have industries and local trade to fall back on. With us, our trade is our life. If dear freights kill our local trade by making it impossible for us to deal with produce collected from surrounding places, certain ruin stares us in the face.

We live on our trade. Tramp steamers and sailing vessels spend money in the Port. They make it and spend some. Every steamer and vessel shut out of the port means so much loss to us.

TRANSHIPMENT TRADE.

This has been the principal source of Singapore's wealth in the past. It is dying away, surely dying, driven away by high freight. Steamers instead of bringing their cargoes here, call in at all the small ports of the Archipelago, and sail away to their Continental Port. Under the most favoured freight contract, Singapore has increased 20 per cent. Has her transshipment rate increased five per cent?

Besides the high freight, there have been the lack of facilities. Like the once proud and all-powerful London (see the S. F. P. of August 27th) she has fallen from her high position through lack of facilities. The tramp cannot call here for cargo; she will not call for coal, because of the difficulty of getting a berth (up till recently) and the charges. Result—everybody in the Port suffers. The merchant is losing his direct export trade and his distribution of imports trade. The coasting trade is falling. Coasting trade is at an end. Loaded property has lost its value. It is no longer of speech to say that all this decay is under the shade of the

DEADLY UPAS TREE.

of the Shipping Conference. Break the Conference, and freights will fall to 10s to 20s, for there is abundance of unemployed shipping that would be only too glad to come here. General trade would revive, and with it the coasting trade. In addition to that, press ahead with the harbour improvements, and offer inducements to bunkering steamers, putting them on the same footing as Sabang.

THINK OF THESE.

Here are a few questions, to which the intelligent man can supply answers:—

Is not Singapore a place dependent on ships and trade done by ships?

Did not the Conference shut out a large number of tramp steamers and sailing vessels by refusing to allow cargo to be carried in them except on forfeiture of the rebate allowed on freight by Conference steamers?

Did not the Conference, having shut out competitors, immediately and consistently raise rates?

Was not that rise from an average of 20s to London and Liverpool to 40s a ton?

Did not the Conference divert our great British business to Continental Ports?

[Abominable!]

Where is the produce that used to be sent to London or Liverpool now sent to?

Has not the Conference done its best to ruin our coasting trade by making freights from Singapore higher than those from other countries near by?

Why has our export produce trade gone down? Apart altogether from the unfortunate change in currency?

How many millions of dollars extra have been paid into the shipping conference for extra freights, little or none of which is spent in the place?

The combination of the Steam Ship Companies forming the Straits Homeward Conference, comprises the following, viz:—"Peninsular and Oriental Steam Navigation Company," "Ocean Steam Ship," "Messageries Maritimes," "Norddeutscher Lloyd," "Austrian Lloyd's," "Naviagione Generale Italiana," (Florio and Rubattino United Companies), "Compagnia Transatlantica di Barcelona and Cadix," "Nippon Yusen Kaisha," "Glen," "Shir," "Ben," "Mutual," "Shell," and "Hamburg-American" Lines, and the "German-Australian," "Rotterdam Lloyd's," "Stoomvaart Maatschappij Nederland," "East Asiatic Company of Copenhagen," "Russian East Asiatic Company of St. Petersburg," "Russian Steam Navigation and Trading Company," and "Compagnie Francaise de Navigation de Chargeur Reunis." (Extract from Chamber of Commerce report 1907.—Singapore Free Press.)

To Let.

TO LET.

HATHERLEIGH, CONDUIT ROAD.

A HOUSE IN WONG-NEI-CHONG ROAD.

A HOUSE IN RIFON TERRACE.

OFFICES IN RIFON BUILDING.

GODOWNS IN PRAYA EAST, BLUE BUILDINGS, and No. 108, DES VOEUX ROAD next to the Hongkong Hotel.

FLATS AT MORTON TERRACE.

No. 10, DES VOEUX ROAD CENTRAL, 1st Floor.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st September, 1908. 64

TO LET.

THE NEUK, No. 84, THE PEAK, fully furnished. Garden and Tennis Court with immediate possession.

Apply to—

PERCY SMITH AND SEIH,

No. 5, Queen's Road Central.

Hongkong, 8th September, 1908. 814

TO LET.

GODOWN No. 54, DUDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st September, 1908. 490

TO LET.

A HOUSE IN KNUTSFORD TERRACE, Kowloon.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st September, 1908. 159

TO LET.

FIRST FLOOR of No. 6, QUEEN'S ROAD, Central, containing 6 Rooms and Servants' Quarter.

Apply to—

DAVID SASSOON & Co., LD.

Hongkong, 22nd May, 1908. 137

TO LET FROM 1ST SEPTEMBER.

AT SHAMEEN, CANTON.

HOUSE No. 103 (Kwan How Buildings) at present in the occupation of the M. Customs.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st September, 1908. 695

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Voeux Road Central (formerly occupied by Messrs. Shewan, Tomes & Co.)

Apply to—

THE CONFEDERATE DEPARTMENT,

E. D. SASSOON & Co.,

Queen's Road Central.

Hongkong, 2nd June, 1908. 141

Intimations.

OF THE MULTITUDES.

who have used it, on are now using it, we have never heard of any one who have been disappointed in it. No claims are made for it except those which are amply justified by experience. In commending it to the afflicted we simply point to its record. It has done great things, and it is certain to continue the excellent work. There it—we may honestly affirm—no medicine which can be used with greater and more reasonable faith and confidence. It nourishes and keeps up the strength during those periods when the appetite fails and food cannot be digested. To guard against imitations and substitutions, our "trade mark" is put on every bottle of "Wampole's Preparation," and without it none is genuine. It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. Taken before meals it creates an appetite, aids digestion, renews vital power, drives out disease germs, makes the blood rich, red and full of constructive elements, and gives back to the pleasures and labours of the world many who had abandoned hope. Dr. S. H. McCoy, of Canada, says: "I testify with pleasure to its unlimited usefulness as a tissue builder." Its curative powers can always be relied upon. It makes a new era in medicine, is beneficial from the first dose and represents, effective medical treatment of the twentieth century. "You can trust it as the Ivy does the Oak." One bottle convinces. Watch carefully against imitations. At all chemists here and throughout the world.



GUNS.

DIRECT from the manufacturers at lowest prices. 12 bore Double Breechloaders from 30s each. Illustrated catalogue of latest model Shot Guns, Combination Guns, Sporting Rifles, &c., post free. D. JAMES KEYNOLDS, George Street, Minorities, London, E.C. England. 688

PABST BREWING COMPANY, MILWAUKEE.

FRESH SUPPLIES ALWAYS KEPT IN STOCK.

BY SIEMSEN & Co., Agents for HONGKONG & SOUTH CHINA. Hongkong, 20th July, 1907. 10

RARE COPPER AND SILVER COINS.

FOR SALE.

A MOST Valuable, and Rare Collection of Ancient COINS, consisting of those of the SASSANIAN, GREEK, GRÆCO-BACTRIAN, INDO-SCYTHIAN, AND EARLY HINDU DYNASTIES, THE SULTANS OF DELHI (including Pathan and Suri Kings) AND OF KASHMIR, THE MOGHUL EMPERORS, THE AMIRS OF AFGHANISTAN AND OF BUKHARA, THE SHAHS OF PERSIA, TOGETHER WITH OTHER MISCELLANEOUS COINS OF GREAT NUMISMATIC INTEREST, BEAUTY AND RARITY.

Apply to—

I. U. MIRZA, Supreme Court, Hongkong.

Hongkong, 14th August, 1908. 711

MOTOR LAUNCHES.

FOR HIRE FROM

\$2 PER HOUR.

SUNRISE TO SUNSET.

TWILIGHT and MOONLIGHT

EXCURSIONS.

BLAKE PIER.

"Little Mary,"

"Blue Bell,"

"Gertie,"

"Fateema."

HIRE, SELL, PURCHASE, EXCHANGE,

REPAIR and PROVISION MOTOR

CARS, CYCLES,

BOATS, LAUNCHES,

AND

TYPEWRITERS.

DRAGON CYCLE

DEPOT,

33-35, DES VOEUX ROAD CENTRAL, HONGKONG.

Telephone No. 414.

(11)

Public Companies.

DOUGLAS STEAMSHIP CO. LD.

THE ORDINARY GENERAL MEETING OF SHAREHOLDERS in the above Company will be held at the Company's Office, on SATURDAY, the 12th September, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to the 30th June, 1908.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 10th September, both days inclusive.

DOUGLAS, LAFLAICH & CO., General Managers.

Hongkong, 1st September, 1908. 807

HONGKONG ST. ANDREW'S SOCIETY.

THE ANNUAL GENERAL MEETING of the above Society will be held in the CITY HALL, on FRIDAY, the 25th instant, at 5.30 P.M., for the purpose of receiving the Annual Report and Statement of Accounts for the year ending 31st August; of electing officers for the ensuing year, &c.

DAVID WOOD, Acting Honorary Secretary, Hongkong, 2nd September, 1908. 809

Consignees.

"SHIRE" LINE OF STEAMERS, LIMITED.

NOTICE TO CONSIGNEES.

FROM HAMBURG, MIDDLESBOROUGH, ANTWERP, LONDON AND STRAITS.

THE Steamship

"MONMOUTHSHIRE," Captain Warner, having arrived from the above port; Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Coalquay's risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, 14th inst., at 3 P.M. All Claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst. will be subject to rent.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents, Hongkong, 7th September, 1908. 823

NOTICE TO CONSIGNEES.

FROM SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"ARRATOON APCAR,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the Godowns and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LIMITED, Agents, Hongkong, 9th September, 1908. 828

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"LUTZOW,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th of September, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th of September, at 9.30 A.M.

All Claims must reach us before the 20th of September, 1908, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD, MELCHERS & Co., Agents, Hongkong, 9th September, 1908. 18

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. ... Every 15 minutes
7.30 a.m. ... Every 15 minutes
8.0

Intimations.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S

E

VERY OLD LIQUEUR

SCOTCH

WHISKY

A Blend of the Finest Pure Malt

Whiskies distilled in Scotland

OR

GENUINE AGE

AND

FINE MELLOW

FLAVOUR.

Per Dozen - - \$16.50

RAINIER BEER

LIGHT, wholesome, and

invigorating.

Undoubtedly, the best Beer

brewed in America.

A. S. WATSON & CO.,
LIMITED.

THE HONGKONG DISPENSARY.

(Hongkong, 5th September, 1908)

The Hongkong Telegraph

HONGKONG, THURSDAY, SEPTEMBER 10, 1908.

ST. ANDREW'S SOCIETY.

All good Scotsmen who are not obsessed by the importance of the individuals at the head of the St. Andrew's Society will wonder, if they care to give the matter a thought at all, what *raison d'être* the Society can adduce for its existence, judging from the annual report which has just been published. It seems that last year the Society did one notable thing—it managed to organise a ball which was "both a social and financial success." The Society, or rather a few of the *lille* of the members, entertained the officers of the Cameron Highlanders to tiffin at which the members, who had the honour of being allowed to be present, did themselves great credit, and reflected glory and renown on the lion rampant. Certainly the entertainment was met by private subscription, but nevertheless it was a St. Andrew's Society affair, and while no one could have the slightest objection to the feast, the fact that all the members could not, if they would, attend and hob-nob with the *bon ton* of Hongkong Scots must have robbed it somewhat of its true value. But that is not the point we wish to make. The Society has a credit balance of something approaching \$5,000 and unless we are mistaken the Society was formed primarily to aid and assist distressed and indigent Scotsmen who found themselves stranded in the Colony. How many Scotch wrecks were saved last year? It is a well-known fact that there is a very large number of Scotsmen among the floating population of Hongkong, and many of them are not infrequently reduced to the lowest ebb. We need not stop to inquire how they come to be in such a position that they may have to herd with the riff-raff and helplessness because the frailty of human nature will not stand analysis. Enough that they have reached, we will say, the depths, and of course are correspondingly penitent for their misdeeds in the past. How many of these hard-luck Scotsmen were helped by the Society, whose credit balance is nearly \$5,000? It is telling no tales out of school when we say that during the past year

the number of Scotsmen perambulating Hongkong in search of a job, and without the price of a bad or a meal in their pockets has been unusually large. It is also common knowledge that they have been reduced to importuning passers-by for the necessities of life which cannot, surely, be a pleasant thing for "brither Scots" to contemplate. No doubt their own foolishness and waywardness have brought them to that condition, but the St. Andrew's Society is not an old age pension fund, conferring the right on its administrators to ask the why or the wherefore of their actions. The Society was started no doubt to promote unity and good fellowship among Scotsmen in Hongkong but the greatest of its principles was charity, to lend the helping hand to the needy and to send compatriots on their way rejoicing. The St. Andrew's Ball, without which Hongkong would miss its greatest social event of the year, is an excellent means for bringing together the aliens of the earth, but if the Society stops at that its functions are but half accomplished. Indeed, we have often thought it would be worth while to take a census of the actual number of Scotsmen who do attend these balls. Of course, almost every other man will claim Scotch blood in him, for the Scotch are a ubiquitous race, who wander over the face of the globe with as much persistence as the Jews. There never was and never will be a President of the United States who had not the Scotch strain, mixed with Irish and a few other ingredients, in his composition. There is hardly a ruler who does not acclaim himself Scotch in some way or other when the occasion suits, but that does not make them Scotch, any more than the declaration by an African negro—which we have heard repeatedly—that his name is Douglas Macdonald entitles him to rank as a Scotsman. But that is by the way, and is only submitted as an argument that if there are to be junketings and conviviality among those who can afford it there should also be consideration shown for the fallen. It should not be said that Scotsmen are so conscious of their rectitude and uncious in their lives that they cannot pardon the back-slidings of weaker vessels. Charity may cover a multitude of sins but it is not abounding, in Hongkong at least, and it should be the aim of the Society to combine what may be termed comparative licence with generous benevolence, at all events towards those who have a claim on its consideration. That is not to say that every blackmailer who comes along and seeks to woo the Society in his own interests should be treated as a son of the bawdy and the beater, but there are many cases which escape the notice of the Society or are ignored. We are perfectly well aware that the President, Mr. Robert Shewan, dispenses almost unlimited charity in aid of his countrymen, and he is probably the most typical example in this Colony of one who does not let his left hand know what his right hand is doing, but he is only one among many, and should not be allowed to perform all the duties which properly belong to the Society as a whole. As we are told in the report that the entrance fee is "only \$5" and the annual subscription \$1 but where does that money go to? So far as we have ever discovered the Society only meets about once a year to settle the details about the ball, and appoint tremendous committees whose main requirements are to wear an insignia of office in the shape of a rosette and look as beautiful as grudging nature will allow. Is it not about high time then that the Society should give some small *souçon* of attention to those unfortunate brethren who have belied their nationality by failing to succeed?

NEW LIFE INSURANCE COMPANY.

More than passing interest will be given to the formation of the Great Eastern Life Assurance Company, Limited, which has just been established at Singapore. While there is an abundance of Marine Insurance Companies with their headquarters in the Far East, there are few oriental companies who seek to develop the life business of insurance, so that the prospects of the new company are uncommonly bright and the fact that it is practically a local concern—local in the sense that its operations will be confined at the outset at all events to the Orient, its capital obtained in this part of the world, and its investments placed in Far Eastern stocks—should commend it to those who realise the importance of banking their money for their own future benefit or for the benefit of those dependent upon them. The Great Eastern starts with an authorised capital of \$250,000, a very modest sum for a company which intends to operate throughout the Far East, and apparently no shares are being offered for subscription. The chairman is Mr. G. A. Derrick, a well-known business man in Singapore, and Mr. A. Amos of Messrs. Behn, Meyer & Co. is the vice-chairman. The managing director is Mr. A. H. Fair, of whom we have no knowledge, while the other directors include a solicitor, Father Courcy of the Missionary, and four Chinese merchants. The company will bank with the Hongkong and

Shanghai Bankers Corporation and Dr. Fowle, of Singapore, is the chief medical officer. The names of those in charge of the company's affairs is a guarantee of its stability and should ensure confidence in those who become policyholders. In the preliminary announcement it is stated that "the Great Eastern is an Eastern Company for the Eastern People." Its field of operations will be for many years confined wholly to the Eastern or Oriental countries. The investments of its funds will be made principally in the East. All its expenditures will be made in the East. These facts should be a reasonable incentive for the people of the East, giving their patronage to the Great Eastern—their own Company in every particular. It is also stated that claims will be settled at once upon proof of death, and as the head office of the company is so adjacent, no delay or petty annoyances will occur, as is too often the experience, in having to settle with a company whose head office is ten or twelve thousand miles away. We are also informed by the initial claim, for support that policies will be unconditional and world-wide from the date of issue, and that loans and cash values will be graded after the policy has been in force for three years, the amounts being guaranteed and definitely stated in the policies. There is certainly a future for the Great Eastern in this practically untouched part of the world and the *Strait Times* very naturally indulges in some gratulatory views on the subject. It observes that a review of the financial reports of the different life insurance offices of the world in most cases presents astounding records of growth and accumulation of funds and the records of failures of life insurance companies, conducted on regular lines, has been almost nil during the last hundred years. These facts would indicate that the business of life insurance has long passed the experimental stage, and has taken its place in all civilised countries as the greatest of all modern financial institutions. Every country points with pride to its many large life insurance corporations. The question has arisen, therefore, Why should the Orient not be able to take its place with Western countries in this respect? And why should Singapore not have the honour of being the home office of a big Eastern Life Assurance Company? It is a well-known fact that the Western life assurance companies of every nationality have made the East a great hunting ground for years, and have taken millions of dollars out of the East for investment elsewhere, and to the benefit of the finance of the countries where these companies are located. In the last ten years, there have been a few life insurance companies started in the East, and they all show records of success. One of the most successful of these companies has its head office in Shanghai. Its field of operations extends from Manchuria to Egypt. As Singapore is almost in the centre of this territory, it should be a very suitable place for the location of a life insurance company's base of operations. The Great Eastern certainly starts under most favourable conditions, having a Board of Directors selected from amongst the most successful and enterprising of Singapore's citizens, which alone is a guarantee to policyholders of an honest and fair administration of affairs. Although the Great Eastern starts under the most favourable auspices we may expect to see the results of its operations in Hongkong in the near future.

LOCAL AND GENERAL.

THE three principal sugar Companies of Japan have organised a trading trust.

THE Ministry of Posts and Communications intends to organise a company of forestry for the exploitation of the forests in Anhui, Kiangsi, Fukien and Kwangtung, which are of immense extent. Several deputies have been appointed to proceed to these provinces to make investigations.

KEE MAH, an earth collector, received the hard hand of the law in the Police Court, to-day. Kee was charged with keeping a common gaming house in No. 6 Cowshed, at the Dairy Farm Company's premises, at Pok-foo-lum, yesterday. On being found guilty he was fined \$250, the alternative being three months' gaol.

AN amah, with very little respect for her employer, was charged and convicted at the Police Court, this morning. The accused—Fang Lin—who was in the service of Mr. W. H. Williams, headmaster of the Victoria British School, was called upon to answer counts of disobedience, and for behaving in an insolent manner towards her employer. On each of these charges she was found guilty, and was ordered to pay a fine of \$10. Her wages up-to-date were also ordered to be forfeited.

A FARMER from the interior, who arrived in the Colony some days ago on a visit to friends, brought with him a leather box containing about \$15 worth of clothing. This bag the farmer—Teeng Pop—missed yesterday while standing on the pier waiting for a Yau-mai ferry. Fortunately for the tiller of the land a coolie had seen how the trick had been done, and pointed to a man walking in the direction of the Central Market with a bag bearing a close resemblance to that of the farmer's. A chase followed, and the suspected one captured; the bag being restored to its owner. This morning, the accused—Tang To—was given a month's hard labour in the Police Court.

THE DOUGLAS STEAMSHIP COMPANY, LIMITED.

ANNUAL REPORT.

The report for presentation to the shareholders at the twenty-fifth ordinary general meeting, to be held at the offices of the company, on Saturday, the 19th inst., at noon, is as follows:—

The general managers have now to submit to the shareholders their report on the twenty-fifth year's working of the company, ending June 30th, 1908.

After paying all running expenses, premia of insurance, remuneration to the consulting committee, and auditors' fees, there remains a balance at credit of profit and loss account of \$73,462.04 which with the consent of shareholders it is proposed to appropriate as follows:—

"To pay a dividend of 5% on the capital of the company, absorbing \$50,000.00 and to write off the balance of \$23,462.04 from the value of the company's properties on June 30th last."

The unprecedented depression in shipping has been fully reflected on the China Coast; and not for many years has there been such a scarcity of cargo offloading, and earnings have consequently suffered to a considerable extent.

Advantage has been taken of favourable exchange and scarcity of orders in Home shipbuilding yards, to acquire a steamer of similar type to the *Hatchling*, larger and superior in every way, at a reasonable cost. The steamer, which has been named *Hai-Yang*, was built by Messrs. D. J. Dunlop & Company, Port Glasgow, and should arrive about the end of October, and it is anticipated that she will prove a valuable acquisition to the Fleet.

The steamers of the company have been maintained in their usual state of efficiency and are in first class condition. During the year the *Haitan* had her two decks relaid throughout.

The amounts appearing as "freights due" and "accounts receivable" have since been collected.

CONSULTING COMMITTEE.

Mr. Henry Keswick and Mr. A. G. Wood resigned their seats on leaving the Colony, the vacancies being filled by the Hon. Mr. W. J. Gresson and Mr. J. W. C. Bonnar. The committee now consists of Mr. J. W. C. Bonnar, Hon. Mr. W. J. Gresson and Mr. R. Shewan, who retire in terms of the articles of association, but offer themselves for re-election.

AUDITORS.

The accounts have been audited by Messrs. A. R. Lowe and W. H. Potts who offer themselves for re-election.

DOUGLAS LAIRDAKE & CO.,
General Managers.

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDED 30TH JUNE, 1908.

To Dividend paid for year ending 30th June, 1907 \$50,000.00

" Amount written off for depreciation for year ending 30th June, 1907 37,468.15

————— \$127,481.15

Exchange account..... 2,227.54

Auditors' fees..... 600.00

Remuneration to consulting committee for 12 months..... 2,000.00

Remuneration to general managers for office expenses, for 12 months..... 10,000.00

" Balance..... 73,462.04

————— \$255,777.73

By Balance of profit and loss account, 30th June, 1907..... \$117,481.15

General interest account..... 2,848.19

Interest on mortgage account..... 42,355.03

Coal account..... 1,070.80

" Profit on running the company's steamers during the year..... 41,215.57

————— \$205,777.73

BALANCE SHEET FOR THE YEAR ENDED 30TH JUNE, 1908.

Liabilities.

Capital account:—

20,000 shares at \$50..... \$1,000,000.00

Reserve fund..... 264,638.79

Underwriting account of the company..... 99,667.32

Unpaid bonus..... 138.00

Unpaid dividends..... 374.00

Sundry accounts payable..... 33,519.79

Profit and loss account..... 73,462.04

————— \$1,471,199.94

Assets.

Value of the Co.'s steamers:—*Haitan*, *Hatchling* and *Hai-yang*, as per last report..... \$576,763.00

Less amount written off as resolved at the last general meeting..... 34,262.00

————— \$542,501.00

Value of buoy and moorings at Swatow, Amoy, Tamsui and Hongkong, as per last report..... 31,500.84

Additions since made..... 3,165.00

————— \$545,666.84

Less amount written off as resolved at the last general meeting..... 3,328.15

————— \$542,338.69

Payments on account of new steamer..... 231,084.36

Loans on mortgage..... 348,000.00

Hongkong & Shanghai Banking Corporation (current account)..... 103,976.77

Freights due on 30th June, 1908..... 64,459.90

Sundry assets, receivable from agencies, &c..... 45,170.64

Coal &c. stock in hand..... 1,911.00

Cash in hand on 30th June 1908..... 544.40

Unexpired tonnage dues..... 1,235.18

————— \$1,471,199.94

THE Nippon Yusen Kaisha has discharged six officials and has placed ten on the reserve list. It has also abolished two branches and two sub-branches.

HONGKONG BANK, SUEB.

ARGUMENT ON THE QUESTION OF RESPONSIBILITY CONTINUED.

Adjourned from yesterday afternoon, the case was continued this morning in which Lau Man Chai, alias Lau Hok Shun, a gentleman, residing at 173, Bubbling Well Road, Shanghai, brought a claim against the Hongkong and Shanghai Banking Corporation to recover thirty-four little deeds, which, it was alleged, were the property of the plaintiff and which were wrongfully detained by the bank. The plaintiff also claimed \$60,000 damages for wrongful detention. A counter-claim was entered by the bank for the payment of the sum of \$1,445,803.83 and interest.

Mr. H. E. Pollock, for the defence, argued at length on the question of responsibility, and the hearing was further adjourned.

CANTON DAY BY DAY.

LOCAL WEAVING COMPANY'S PRODUCTS.

[From Our Own Correspondent.]

Canton, 9th September.

A cotton weaving and dyeing company was started at the beginning of this month, by a gentleman named Chu Yu Chuan and is established in the district of Ching Yuen. The company has now turned out cotton cloth of various descriptions as well as singlets and socks. Some of the products of the company are on sale in the Canton market and they are pretty favourably regarded by the Chinese people.

A WISE PRECAUTION.

As a precautionary measure against fire the Canton Police authorities have issued orders to prohibit residents from hoisting up lanterns in large numbers on tops of roofs in celebrating the Moon Festival to-morrow evening.

MOON FESTIVAL.

On the occasion of the Moon Festival, a general public holiday will be observed here to-morrow, the 15th day of the 8th moon; there will be no issue of native newspapers on that day.

THE TELEPHONE COMPANY.

Representations have been frequently lodged by residents with the Telephone Head Office complaining that the telephone operators in the various stations have not attended to their duties satisfactorily, the telephone connection being left unattended for the best part of the day and the bell calls meeting with no response in many cases.

PROMOTING NATIVE INDUSTRY.

The prefecture of Yeung Kong is famous for its product of leather pillows and trunks, but the manufacturers never think of turning out their articles in other forms more suitable to the people. At the meeting held yesterday of the Canton Self Government Society for the promotion of native industries, it was resolved to ask and encourage the Yeung Kong people to manufacture portmanteaux and other articles of foreign style for the Canton market.

HONGKONG CRICKET CLUB.

On Saturday afternoon, the 12th inst., commencing at 2 p.m. the following teams will meet in a match on the Club grounds:—

Probables:—Captain H. M. Beasley, R.A., Messrs. W. Edwards, E. A. Fowler, C. P. Ginnell, R.A., Mr. E. H. Hinds, J. G. Hume, 3rd Mid., Messrs. R. O. Hutchison, A. E. Lanning, H. R. Makin, A. W. J. Peake, Corp. Sharpe, 3rd Mid., and W. C. D. Turner. Possibles:—Pie, Barton, 3rd Mid., Messrs. R. Bass, R. E. O. Bird, A. A. Claxton, E. W. Day, Corp. Gooding, 3rd Mid., Lt. L. C. Linnorm, R.A., Messrs. H. L. Manderson, T. E. Pearce, R. E. Reed, F. H. H. Stevens, R. C. Whitchell and A. H. Young.

SHIPPING AND MAILS.

MAILS DUE.

American (*China*) 16th inst.
Canadian (*Empress of China*) 17th inst.
German (*Prinz Waldemar*) 18th inst.

The Mogul Line s.s. *Pathan* left Singapore yesterday for Hongkong.

The E. & A. Co's s.s. *Eastern*, which left here on 1st ult., arrived at Sydney on 9th inst.

The Ben Line s.s. *Bendora* from Middlesbrough, Antwerp and London left Singapore yesterday for this port.

The N. Y. K. s.s. *Yokohama Maru*, Bombay Line, left Moji for this port on 9th inst., and is expected here on 15th inst.

The C. P. R. Co's s.s. *Empress of Japan* arrived at Nagasaki at 7.30 a.m., on 10th inst., and leaves again at 4 p.m., same day, for Kobe, where she is due to arrive at 6 a.m., on 12th inst.

The Java-China-Japan Line s.s. *Tjipmas* left Makassar for this port on 10th inst., and may be expected here on 18th inst., daylight, and will leave for Yokohama and Kobe on or about 23rd inst.

The M. Co's s.s. *Ville de la Clotat*, with the French mail of the 16th ult., and mails from London of the 12th ult., will leave Saigon on 11th inst., at 4 a.m., and may be expected to arrive here on 14th inst., and will leave for Shanghai and Japan on the same afternoon.

THE Chinese Government has appointed Mr. J. E. Fole, Traffic Manager of the Imperial Railways of North China, to negotiate for the junction of this line with the South Manchuria Railway, which is to be represented by Mr. Tadaka, one of the directors.

When the steamer *Gai An* reached her wharf from Canton early this morning, a bundle of clothing worth \$20, belonging to a leather artist, was found to be missing. Up to eight o'clock this morning the search for the thief ended fruitlessly. The shoemaker, who had given up all hope of recovering his goods, got on to a tramcar, when his gaze fell on a bundle in the hand of one of the passengers, which looked dangerously like the one he had lost. The shoemaker told the stranger what he thought and ordered him to show the contents of the bundle. The stranger refused, with the result that the car was stopped at the next stopping point and the stranger given in charge. On examination of the contents the shoemaker claimed the bundle. The suspect—Lung Chuan—a larva, pleaded guilty to the charge and was sentenced to six weeks' hard labour.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

NEW RUSSIAN MINISTER.

ARRIVAL IN PEKING.

[By courtesy of the "Shung Po"]

Peking, 9th September.

The new Russian Minister to China has arrived in Peking.

He had an audience with Their Majesties the Emperor and Empress Dowager to-day and presented his credentials.

ANTI-OPIMUM CAMPAIGN.

NEW REGULATIONS.

[By courtesy of the "Shung Po"]

Peking, 9th September.

The Special Commissioners of Opium Suppression have drawn up additional regulations in respect of opium prohibition.

They have memorialized the Throne on the subject with a request that the regulations be put into force forthwith.

CANTON-HANKOW RAILWAY.

SIR CHEN-TUNG CRITICIZED.

[By courtesy of the "Shung Po"]

Peking, 9th September.

Some time ago the Ministry of Posts and Communications deputed an official to Kwangtung charged with the duty of investigating and reporting upon the progress of the Canton-Hankow Railway.

That Commissioner has since returned to Peking.

In the report he has submitted to the Ministry of Posts and Communications, he alleges that Sir Chen-tung Liang Chang, president of the Canton-Hankow Railway Co., Ltd., is the nominal figurehead only and does not exercise any real influence on the Company.

The report further states that, under Sir Chen-tung, only sixty li of railroad have been constructed while an expenditure of six million dollars has been incurred.

Disappointment is felt by the officials of the Ministry at the allegations contained in the report.

[Asterisk.]

MOROCCO.

LONDON, 8th September.

A French column, five thousand strong, left Budebn yesterday morning to attack the Moorish camp.

The enemy attacked in front and flanks en route in an attempt to out-flank the French, but were ultimately routed after a four hours' fight.

The artillery checked the rushes of the Moors, who were never able to approach the infantry.

The French casualties were 22 wounded. The Moorish loss was heavy.

Later.

The Spanish Ambassador has presented to M. Pichon, French Foreign Minister, the reply of his Government to the French proposals regarding the guarantees required of Mulai Hafid for his recognition as Sultan of Morocco.

The two Governments are completely agreed on the main points, and the tension resulting from Germany's attitude appears to be considerably relaxed in consequence.

NAVAL MOVEMENTS.

Admiral Sir Percy Scott with the Special Service Squadron composed of the *Ham*, *Cruisers Good Hope, Antirion* and *Zeus* has sailed for South Africa in connection with the meeting of the Federal Convention.

H. M. S. *Carnarvon* will join the Squadron at St. Vincent.

LOOKING very much annoyed and a little down-at-the-heels, a coolie, by name Mak SW, pleaded guilty in a very soft tone, in the Police Court, to-day, to a charge of house-breaking. Mak forced an entrance, by breaking down part of the door, into 5, Muai Kwai Lane, premises occupied by a musician, last night, and stole clothing worth \$15. He was captured while leaving the building. A sentence of six months' hard labour was passed.

Launch at Kowloon.

WEST RIVER PATROL CRUISER
CHRISTENED BY MRS. STOKES.

A PICTURESQUE CEREMONY.

Those of our readers who have followed the progress of the construction of the first two of the fleet of West River patrol cruisers building at the yards of the Hongkong and Whampoa Dock Co. at Hung Hom, will have been prepared for this early report of the christening ceremony of the first cruiser to be built in Hongkong to the order of the Chinese Government, under the arrangement concluded by our naval diplomat, Admiral Sir Arthur Moore, under the most favourable auspices this morning. It is apposite to the occasion to present a brief review of the circumstances leading to the formation of the West River patrol fleet, the first unit of which took the water in Kowloon Bay to-day.

Failure to obtain adequate reparation for the Saiming piracy and suitable protection to British vessels on the Canton delta by the Kwangtung Provincial Government, brought about the visit of Admiral Sir Arthur Moore to the Viceroy of Canton last year which undoubtedly had a stimulating effect in opening the authorities' vision to the necessity of having an effective naval arm if the West River was to be adequately policed. And the fact that the local Dock Company has since been entrusted with the work of constructing patrol gunboats may be taken as proof that Canton, at all events, is sincere in her desire to perform those duties for the protection of the lives and property of her subjects as well as of foreigners, which properly fall within her province. Even if it were not that the cause of humanity demanded the rigid patrolling of the Southern Waterways, it is essential in the interests of China's own commerce that steps should be taken to reduce the frequent and sanguinary piracies which occurred, unless she was content to see the important rivers, patrolled by foreign men-of-war, alluding to the demonstration made by the British torpedo flotilla on the West River last year, Mr. P. H. King, the Commissioner of Customs at Canton, in his last annual report, says that although at the commencement of the British patrol there was much excitement amongst the Hongkongers in Canton city, and many hard things were said about a matter which from the first was only imperfectly understood, it is pleasant to be able to note that the actual intercourse of the two patrolling fleets was marked by the utmost cordiality and goodwill. Commander B. L. Majendie (Cadmus), the senior naval officer in charge of the British fleet, and the Chinese Admiral handled the situation in a manner calculated to enhance the growing reputation of "naval diplomacy" and there is every reason to hope that the lesson will not be lost on the Chinese navy.

In April last, acting on behalf of the Chinese Government, Admiral Li Chun, commander-in-chief of the Kwangtung navy, awarded the contracts for the building of four shallow-draught cruisers in Hongkong—two with the Hongkong Dock Company, and a like number with the Chinese firm of Kwong Hip Loong & Co., Ltd. While building Admiral Li twice visited the works at Kowloon, his more recent visit being last week.

To-day the first of the cruisers was completed, the christening ceremony being most gracefully performed by Mrs. Stokes, wife of Rear-Admiral Stokes, in the presence of a representative gathering of British and Chinese naval officials and civilians. Among those present were: Rear-Admiral and Mrs. Stokes; Mr. E. C. Blanchflower, naval secretary to the Commander, Commodore Lin, I.C.N., representing Admiral Li Chun, Commander B. L. Majendie, R.N., H.M.S. Cadmus, Capt. McCormick, U.S.N. U.S.S. Albatross, Commander Wu, I.C.N., Commander Ching, I.C.N., Mr. and Mrs. Wei Tsz King, Mr. Harris, acting Commissioner, Chinese Imperial Maritime Customs, Kowloon; Capt. T. P. Hall, superintendent for Chinese Government, Mr. Robt. Mitchell, acting chief manager, Hongkong and Whampoa Dock Co., Mr. W. Wilson, manager Kowloon Docks, and the superintendents of the various departments of the Kowloon works. The Chinese naval officers journeyed over expressly to Hongkong from Canton to attend the ceremony.

Just previous to the launching a picturesque religious ceremony, according to the formalities prescribed by the Chinese rites, was performed, Commodore Lin officiating. On an improvised altar, which had been erected on the platform, there were the usual incense burners, candlesticks and other accessories to a Chinese religious ceremonial. Clad in the uniform of the Chinese navy, with the feathered cap and buttons denoting his rank, Commodore Lin commenced the religious part of the ceremony by offering libations of wine and tea; then standing in front of the altar he made deep obeisances, three times in succession, this token of respect was repeated by his brother officers. Having reverently offered up silent prayers the ceremony concluded.

At a given signal by the superintendent of the building yard, the vessel, resplendent with a profusion of multi-coloured bunting, was once released and as the last block was removed she glided gracefully down the ways. With a ringing alarm, Mrs. Stokes broke the conventional bottle of champagne, decorated with the flag and the national colours of the Chinese Government, and a shower of white foam, which fell through the air amid a splash of fragments of glass. Mrs. Stokes christened the new cruiser *Kiang Ta* as she sped down the way and took the water as easily and as gracefully as no other vessel has done before.

Dressed as she was in her bright colours when the *Kiang Ta* took to her element she was the object of many complimentary remarks to her designers and builders.

Mention should not be omitted of the characteristic feature of a Chinese launching ceremony. As the *Kiang Ta* slipped slowly down the way strings and strings of crackers

especially imported for the occasion exploded with a deafening noise to the delight of the hundreds of native Dockyard hands.

The *Kiang Ta* was launched with steam up and as soon as she gained the water, she proceeded by her own engines to the Dock quay under the sheer legs to receive her fittings. A remarkable feat was accomplished with the rigging up on the cruiser of two heavy steel masts. Within half-an-hour of the launch the masts were put up and securely fixed to position. The guests who had seen the mastless hull so successfully launched but a few minutes before on emerging from the drawing office, to which the party adjourned for the cake and wine banquet, were pleasantly surprised at seeing the two masts erected.

Mr. Mitchell, on behalf of the Dock Co., presented Mrs. Stokes with a watch bangle as a memento of the most interesting occasion—an occasion which will be long remembered in the annals of the proposed reorganized Chinese Navy.

When the party had all gathered in the drawing room and had taken their seats, glasses were charged. Mr. Mitchell, in a neat, brief speech proposed "Success to the *Kiang Ta*!" and prosperity to the young Chinese Navy. He also thanked Mrs. Stokes for so kindly performing the ceremony of naming the first cruiser the Hongkong Dock Co. had built for the Chinese Navy.

Commodore Lin, who spoke in English, wished to add a few complimentary remarks to the Dock Co. for the efficiency and expedition in the building of the vessel and to Mrs. Stokes for the great compliment she had paid to the Chinese Navy in the prominent part she had taken in the ceremony that morning.

The proceedings then terminated. Commander Wu Kwang Tsang will be given the command of the cruiser. The control of one division of the patrol service will be placed under him as soon as the *Kiang Ta* is commissioned.

The other cruiser, when completed, will be commanded by Capt. Ching.

DESCRIPTION OF THE "KIANG TA."
In type the nearest resemblance to anything the Dock Co. has yet built, the new gunboat can be compared to the *Lung-tung* which the Company built for the Imperial Maritime Customs. The revenue cruiser is now attached to the Lappa Customs and is the same vessel which attained so much fame in connection with the seizure of the *Taku Maru* about eight months ago. The specifications of the new river gunboat are:—Length 120 ft., beam 19 ft., and depth 7 ft. 6 in. She is built of teak with steel frames, and is fitted with engines capable of developing fourteen miles per hour with twin screws. With armament the vessel carries two funnels and two masts. Besides the usual equipment for vessels of this type, providing accommodation to suit the special requirements of the Chinese officers and crew, she has fittings for searchlights on board, apart from the electrical appliances for lighting and a wireless telegraph installation. Gun-turrets have been provided for five guns on each vessel. Forward will be placed a Krupp gun; the four Maxim guns to be disposed in the following manner: one on either side of the bridge, one aft, and one on the fighting top. The guns are shortly to arrive from Europe. The powerful searchlight is placed immediately under the fighting top. For the special service these vessels are intended, it will be seen that their armament will be sufficiently formidable to strike terror into the hearts of the lawless brigands who have hitherto infested the waterways of Kwangtung and Kwangsi and by their depredations molested honest traders and peaceful travellers along the riverine districts of South China.

THE NEXT LAUNCH.
It is expected that for the next launch Admiral Li Chun and family will proceed to Hongkong. According to present arrangements Miss Li Chun, the Commander-in-chief's eldest daughter, will enjoy the distinction of being the first Chinese lady to name a vessel built in the Hongkong shipyard.

NEW PATROL REGULATIONS.

(From Our Own Correspondent.)

Canton, 9th September.

After the agitation in connection with the West River patrol question, reform was introduced in a completely satisfactory manner by Admiral Li Chun in the policing of the waterways, who, after a great deal of difficulties, managed to place a number of gunboats and guardboats in the different sections along the river for the protection of the vessels trading on the route. For a time the scheme was considered to have worked quite efficiently, but recently there has been a recrudescence of robberies and piracies which are almost of daily occurrence in the Canton delta and the riverine districts, especially after the recent disastrous flood. It is believed that many of the sufferers by the flood have resorted to daring acts of plunder for a livelihood as the only alternative for starvation. Accordingly, the Admiral's attention has again been directed to the fact of the frequent occurrence of piracies and river robberies, which have been brought to his notice nearly every day during the last two weeks, and he is now thinking of adopting other steps in addition to those in operation in order to improve the patrol service to his entire satisfaction. In giving effect to his plan he has issued a proclamation in which he states that he considers most of the ships running on the West River are not sufficiently equipped with arms for proper defence against pirates and that, moreover, the searching for weapons and passengers on board ships before their departure has not been carefully conducted, so that the bad characters have, in some cases, been able to get aboard them disguised as passengers. Moreover, in some cases, the pirates have forced the captain of a steam-launch to steer away with them, and attacked other passing launches or junks, passing by the good boats on river without giving

any suspicion. Admiral Li has issued orders requiring all passenger-launches and towing-launches to apply, within three days' time, to the Canton Water Police Department for an additional number of guards to be stationed on board each of them for protection purposes. This scheme is to be taken as a provisional one for one or two months, and during that period the vessels will not be required to pay the guards anything but to supply them with food. If this scheme is found to work satisfactorily, the vessels should retain the guards on board, and for the latter's upkeep they should charge an extra fee from the passengers so as to recompense them for the guards' wages. In the proclamation Admiral Li also stated that the officials cannot be held responsible for the protection of any vessel which should fail to comply with the instructions as directed.

CHINA EXPRESS COMPANY
SUBD.BUSINESS OF FORWARDING AGENTS
DISCUSSED.

Before Mr. Justice Gompertz, presiding in the Supreme Court, this morning, Messrs. Wm. Barker and Company, electrical engineers, of Beconsfield, Arcade, brought an action against the China Express Company, Duddell Street, to recover ten boxes of fire bricks ex the steamer *Adrami*, belonging to the plaintiff firm alleged to have been wrongfully detained by the defendants, or in the alternative \$100, the value of the goods; also the plaintiffs claimed the expenses of transferring the boxes to their destination incurred through the defendants' wrongfully lading the same.

The plaintiffs were represented by Mr. G. E. Morrell, of Messrs. Godding, Barlow and Morrell; Mr. P. Sydenham Dixon appearing for the defendant firm.

Mr. Morrell outlined the alleged facts of the case shortly, showing that his client had ordered a quantity of fire bricks from a New York firm; that the goods reached here in due course and were landed in defendants' godown; that defendants applied to plaintiffs for certain extra charges for prepaid freight, etc., which plaintiffs thought not due, and which the plaintiffs refused to pay; after which evidence was called.

Mr. W. Barker, the plaintiff, said he ordered during the year from the Hawley Furnace Company, of New York, two sets of fire bricks, for which he paid \$50 (gold). The order was that the goods should be shipped to him here. In due course plaintiff received a draft, with bill of lading attached. The bill of lading showed that delivery of the goods was to be obtained from the China Express Company. Previously most of the goods came direct to plaintiff. The next thing plaintiff got was an invoice, claiming \$17 expenses for landing the goods. Plaintiff wrote back declining to pay the charges.

Mr. Morrell—Have you ever taken delivery of goods yourself?

Plaintiff—Yes.

You, on a previous occasion, gave the defendants to understand that they were not to handle your goods?—Yes.

And did they accept it?—Yes. But still I had to pay.

How?—Because it was to maintain the office. And did you pay?—Yes, under protest. I paid because I was told that, "how business could be done without making a certain charge?"

Have you actually attempted to pay the freight?—Yes, I and my staff have.

And they refused?—Yes.

You never employed them?—No.

Cross-examined: Plaintiff could not have gone to the godown or ship and taken delivery of the goods with the bill of lading.

Mr. Dixon—When you pay the bank for the goods did they get any commission?—I don't know.

Mr. Justice Gompertz—You paid the agreed price?—I did.

How was this transaction made?—By letter—freight prepaid.

Chao Chai Hong, shroff in the employ of the plaintiff firm, said that on the 26th August he took an invoice to the China Express Co. and a cheque for \$98.65. He saw the manager—Mr. Hickie—and gave him the cheque, saying at the time: "With Mr. Barker's compliments. Would you be so good as to endorse this B/L?" Mr. Hickie replied that that was not the amount he required; he wanted the amount paid in full before he would endorse the B/L. Witness said that Mr. Barker had refused to pay the full amount, but that he (witness) would return and speak to his employer, adding as a parting shot that the defendant firm should not have taken delivery of the goods, to which the manager replied that he was not being paid by Mr. Barker and was not going to take instructions from him, or words to that effect. Next day (27th) witness, accompanied by Mr. Barker, called at the defendant firm, and witness saw Barker offer \$58.65 in notes to Mr. Hickie, who refused to accept.

Cross-examined—Without the bill of lading being endorsed the goods could not be got.

This closed the plaintiff's case.

Mr. Dixon submitted that the goods were sent to the defendants by the New York firm, which firm was the only one entitled to sue the defendants. His clients had nothing to do with the plaintiffs.

Mr. Justice Gompertz—Then whom did you think the goods belonged to?—The New York firm.

But the consignee's name was mentioned on the bills of lading?—We did not know at the time. The goods were sent to us for delivery to be taken.

Mr. E. F. Aucutt, an assistant in the employ of Messrs. Jardine, Matheson and Company, said it was usual, in some cases, for an agent to make certain charges on goods received. If the freight was prepaid, then the goods would be delivered to the consignee on production of the B/L; if not, then instructions were given to collect all charges before delivery. The consignee was supposed to pay the charges.

Mr. Morrell—And supposing the consignee refused to pay?

Witness—I don't know.

Have you ever met a consignee who refused to pay?—No.

Mr. S. D. Hickie, manager of the defendant firm, deposed that on 26th August, he received some documents from a New York firm. He also received instructions to the effect that the consignee of the goods was to pay all charges to Hongkong and beyond. Witness advised Mr. Barker, who applied for delivery, but refused to pay or take delivery. Mr. Barker, the witness said, always made trouble over the landing charges. On arrival of the goods witness called upon the plaintiffs to take delivery of the goods from the Kowloon Godowns. Had they taken delivery then the charge would only have been \$5. If the goods were damaged witness was the only person who had a claim against the ship. Mr. Barker called to take delivery on the 27th ult., but refused to pay the full charges, giving witness a cheque which was made out in a very irregular way.

Mr. Dixon—What do your charges amount to now?

Witness—\$12.50.

Mr. Justice Gompertz (to Mr. Morrell)—How do you claim damages?—As a matter of fact we wanted the goods sent to the Hongkong Whampoa Docks.

Mr. Dixon—You've heard the plaintiff say it would cost \$20 to land the goods?—Yes.

Cross-examined—On the morning of the 26th August, Mr. Barker refused to take delivery of the goods. The next day the goods were transferred from the Kowloon Godowns to defendants' own godown. Witness was the consignee for the goods.

Mr. Morrell—So the instructions from New York calling upon the consignee to pay the charges, referred to you?—No.

You are the consignee, are you not?—I am consignee as forwarding agent.

So you can be consignee or not, according to how you want?—If you choose to put it that way.

Mr. H. Bramley, of Messrs. Thomas Cooke and Son, who carries on a similar business, was next called, and said that the question of charges depended entirely on the instructions received from the consignors.

After hearing further evidence, his Lordship reserved his decision.

RIOT IN SHANGHAI.

JAPANESE SAILORS IN TROUBLE.

Says the *Shanghai Mercury* of the 4th inst.:—The Japanese mob was on the war path again last night, and about the hour of midnight Hongkong was the scene of a disturbance unequalled probably since the riot of 1905. Although of comparatively short duration, the brawl was of the most violent description, and drastic measures may soon be required to maintain the peace in this district. Last night's affair took the form of a cowardly attack upon the police, who, outnumbered almost ten to one as they were, overcame the rioters only by the most determined courage, and all are to be congratulated upon the manner in which they dealt with the mob.

About half past eleven o'clock, the story is related, a drunken Japanese sailor came swaggering along Yalu Road, and observing one of the ladies who grace that vicinity standing in a doorway, he is alleged to have struck her with a stick. The woman at once called an Indian constable who set about arresting the man, but escaping his grasp the slim Japanese made for the dog kennels at the end of the thoroughfare. Police Constable Norman was on the scene, however, and before many moments were over he had him arrested. This had to be done because he had been arrested. This had to be done because he had been arrested. This had to be done because he had been arrested.

The police were engaged taking the prisoners to the station when the word seems to have passed along the whole Japanese quarter and within a very few minutes sailors and others were pouring into Woosung Road along which the prisoners were being dragged. With large stones and bottles of a miscellaneous description they assailed the police. As soon as they were within range these missiles were hurled with a force which reflected the fury and hatred of the mob towards the police, and so fierce was the attack of the mob that the police were obliged to release their captives. A retreat was made to Hongkong Station, but for a moment only, and rallying out again with firearms, this small body of police easily put the mob to rout. Before they were aware that their opponents were armed the Japanese had continued to pelt them with bottles and stones, and it was evident that life and limb were in serious danger. Then Det. Sergt. Cruickshank drawing a revolver let off a shot in the air as a warning, and without waiting to see what else would happen the gallant sailors turned tail and fled. Their Club in Yuhang Road offered a place of safety, but it was also a trap. As soon as they were inside the police proceeded to guard the doors, and a messenger was despatched for Mr. Takashimi, the Japanese police-inspector. He came and entered the building, and at the same time several of the officers from the cruiser *Toshima* arrived on the scene. To prevent any of the sailors being removed, word was conveyed to Mr. Eitaki, Japanese Consul, and he gave instructions that could any of the offenders be identified, they should be arrested and the others sent about their ship for examination.

Next day four of the men alleged to have been connected with the disturbance were brought before the Japanese Consular Court, Vice-consul Matsukata, vice-consul, on the bench. The case was remanded.

To-day's
Advertisements.

PUBLIC AUCTION.

THE Undersigned have received instructions, to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW (FRIDAY),
the 11th September, 1908, at 11 A.M., at their
Sales Rooms, No. 8, Des Voeux Road,
corner of Ice House Street,
A quantity of CIGARS, EGYPTIAN and
TURKISH CIGARETTES, and also—
(4th each) of HOOPS SUPERFINE
NATURAL LEAF SMOKING MIXTURE,
6 cases BEER;
ALSO
A number of BRASS BELAYING PIN'S;
AND
A TYPEWRITER and 2 SPORTING
GUNS.
TERMS—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 10th September, 1908. [830]

PUBLIC AUCTION.
THE Undersigned have received instructions from the Registrar, Supreme Court, to sell by
PUBLIC AUCTION,
TO-MORROW,
(FRIDAY), the 11th day of September, 1908,
at noon, on board,
SUNDY
MOVABLE GOODS AND CHATELLETS,
of the S.S. "Kwong Foo."
N.B.—A Steam Launch will leave Queen
Statue Wharf at 11.30 a.m. to convey intending
Purchasers.
TERMS—As usual.
For further particulars, apply to—
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 10th September, 1908. [831]

AMERICAN & ASIATIC STEAMSHIP CO.
NOTICE TO CONSIGNEES.
FROM NEW YORK.

THE Steamship
"INVERCLYDE,"
Captain W. H. Lee, having arrived from the
above ports, Consignees of Cargo are hereby
informed that their Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, Kowloon, and stored at Consignees'
risk and expense.

All broken, chafed, and damaged goods are
to be left in the godowns, where they will be
examined on WEDNESDAY, 16th inst., at
3 P.M.

All Claims must be presented within fifteen
days of the steamer's arrival here, after which
date they cannot be recognized.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 16th instant will be
subject to rent.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
SHEWAN, TOMES & Co.,
General Agents.
Hongkong, 10th September, 1908. [832]

NOTICE TO CONSIGNEES.
THE F. & O. S. N. Co.'s Steamer
"PERA,"
FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.

Optional Goods will be landed here unless
instructions are given to the contrary before
6 hours.

Goods not cleared by the 16th instant, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignee's
and the Company's representative at an ap-
pointed hour.

All claims must be presented within ten days
of the steamer's arrival here after which date
they cannot be recognized.

No claims will be admitted after the Goods
have left the Godowns.

F. J. ALBOTT,
Acting Superintendent.
Hongkong, 10th September, 1908. [833]

CHARGE AGAINST A "STUDENT."

ALLEGED TO HAVE SWINDLED A
MONEY-CHANGER.

The police yesterday afternoon arrested in
Connaught Road Central, a young man, who,
describing himself as a student, is alleged to
have swindled a money-changer in Des Voeux
Road Central out of \$100. The alleged student,
who gave the name of Kwok Chu, and his ad-
dress as 64, Connaught Road Central, went to
the money-changer's shop on the 3rd instant,
and handed to the manager a letter, which
read: "Please pay Kwok Chu the sum
of \$100." The letter was signed by a
well-known customer. Believing that every-
thing was correct the manager handed to
the bearer the money. Two or three days ago
the forgery was detected, and the money-
changer, loth to bring the police into the
matter, called on Kwok Chu's father, who was
also known to him, and demanded repayment.
This, however, was denied, and headquarters
were notified. In the meantime, the alleged
student had disappeared, but after a careful
search he was run down yesterday.

At the Police Court, this morning, the
accused was charged with obtaining the sum
of \$100 from one Au Yeung Chin by means of
a false instrument. The magistrate (Mr.
Kemp) ordered him to be detained in police
custody until to-morrow.

The annual general meeting of the Clubs in
the Cricket League will be held at St. George's
Building, Messrs. Shewan, Tomes & Co.'s office,
(by kind permission) on Thursday, the 17th inst.,
at 3.30 p.m. Business.—To receive the report
and audit the accounts for the season, 1907-8,
and elect officers for the ensuing season.

Intimations.

YOU MAY BUY

FROM US A

VICTOR

AT

\$2 per week.

CALL AND HEAR

OUR

LATEST

RECORDS,

IMPROVED

MACHINES

(AND THE

MARVELLOUS

AUXETOPHONE

THE ROBINSON

PIANO

CO. LTD.

Hongkong, 22nd August 1908. [835]

KOWLOON

HOTEL.

GUEST

NIGHT

EVERY

SATURDAY

AND

SUNDAY.

STRING BAND

IN ATTENDANCE

DINNER or SUPPER

SUPPLIED FROM

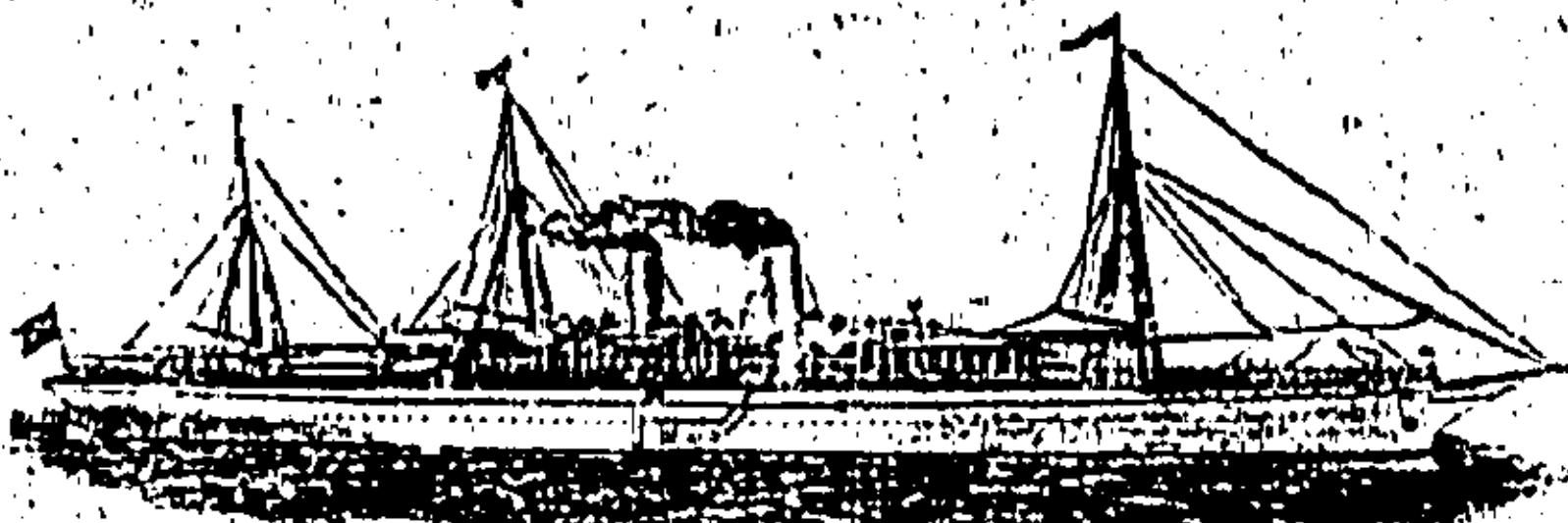
100 TO 1,000 PERSONS.

O. E. OWEN,

Proprietor.

Hongkong, 24 September, 1908. [836]

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under 12 Days across the Pacific is the "Empress Line." Saving 5 to 10 Days Ocean Travel.

12 Days YOKOHAMA TO VANCOUVER. 21 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"LENNOX"	3,700	FRIDAY, Sept. 11th	Oct. 10th
"EMPRESS OF CHINA"	6,000	SATURDAY, Sept. 20th	Oct. 17th
"MONTEAGLE"	6,163	SATURDAY, Oct. 3rd	Oct. 27th
"EMPRESS OF INDIA"	6,000	SATURDAY, Oct. 17th	Nov. 7th
"EMPRESS OF JAPAN"	6,000	SATURDAY, Nov. 7th	Nov. 28th
"EMPRESS OF CHINA"	6,000	SATURDAY, Nov. 28th	Dec. 19th

S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers. "EMPRESS" steamships depart from Hongkong at 4 P.M.

S.S. "MONTEAGLE," "LENNOX," and "GLENFARG" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at QUEBEC, with the Company's New Pacific "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71.10.
Hongkong to London, Intermediate on Steamers, and 1st Class on Railways..... £40. " £42.

First-class rates to London include cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian, Pacific direct line.

R.M.S. "MONTEAGLE" carries "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers booked through to all points, and AROUND THE WORLD.

SPECIAL THROUGH RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. GRADDOCK, General Traffic Agent for China, &c., Corner "Piddar Street and Praya, Opposite Blake Pier.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

For	Steamship	On
MANILA, SINGAPORE, PENANG & CALUTTA, FOOKSANG	"LOONGSANG"	FRIDAY, 11th Sept., 4 P.M.
SHANGHAI VIA NINGPO	"CHONGSANG"	SATURDAY, 12th Sept., 3 P.M.
TIENSIN	"WHIPSUNG"	MONDAY, 14th Sept., Noon.
MANILA	"YUENSANG"	TUESDAY, 15th Sept., Noon.
SHANGHAI, YOKOHAMA, KOBE & MOI	"KUTSANG"	FRIDAY, 18th Sept., 4 P.M.
	"KUTSANG"	FRIDAY, 2nd Oct., Noon.

RETURN TOURS TO JAPAN. OCCUPYING 24 DAYS. The steamers "Kutsang," "Namsang" and "Fookang" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang. For Freight or Passage, apply to

JARDINE MATHESON & CO., LD., General Managers.

Telephone No. 61.
Hongkong, 10th September, 1908.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
NINGPO & SHANGHAI	"YUHOOW"	11th Sept., Noon.
ILOILO	"LIANGCHOW"	12th " 4 P.M.
SHANGHAI	"KIUKIANG"	15th " "
CEBU & ILOILO	"KAIFONG"	17th " "
MANILA, ZAMBOANGA and AUS-TRALIA	"TAIYUAN"	10th Oct., "

MANILA and TIENSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AU-STRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A daily qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Reduced Saloon Fares, Single and Return, to Manila and Australia.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 36.
Hongkong, 10th September, 1908.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewards carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 12th Sept., at Noon.
RUBI	2540	Almond	"	SATURDAY, 19th Sept., at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO., GENERAL MANAGERS.

Hongkong, 9th August, 1908.

Shipping—Steamers.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHEW.

THE Company's Steamship

"HAICHING."

Captain Passmore, will be despatched for the above Ports, TO-MORROW, the 11th instant, at 2 o'clock P.M.

A reduction of 20% on First Class Fares to Foochow will be made during the Month of September.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co., General Managers.

Hongkong, 10th September, 1908. [835]

NAVIGAZIONE GENERALE ITALIANA.

(Florida and Rubattino United Companies).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEOHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LYBANTINE and SOUTH AMERICAN PORTS up to CALTA.

(Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"CAPRI."

Captain Pedone, will be despatched as above on SATURDAY, the 12th instant, at Noon.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co., Agents.

Hongkong, 9th September, 1908. [93]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"ALDENHAM."

Captain St. John George, will be despatched as above on THURSDAY, the 17th inst., at Noon.

This well-known Steamer is specially fitted for Passengers and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a daily qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 3rd September, 1908. [812]

HONGKONG, NEW YORK & BOSTON.

AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK AND BOSTON VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at the MALABAR COAST.)

THE Steamship

"INDRAMAYO."

on 21st September, at 5 P.M.

For freight and further information, apply to

SHEWAN, TOMES & CO., General Agents.

Hongkong, 4th September, 1908. [756]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at the MALABAR COAST.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK:

S.S. "SHIMOSA".....10th Oct.

For Freight and further information, apply to

DODWELL & Co., LIMITED, Agents.

Hongkong, 8th September, 1908. [810]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG".....Capt. H. W. WALKER.

"KWONG SAI".....Capt. E. S. OROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are fitted throughout by Electricity, Electric Fans in First Class Cabins.

Passage Fare—Single Journey.....\$4.

Meals.....\$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD., and SHIP ON S.S. CO., LD., No. 2, Queen's Road West, Hongkong, 1st Oct. 1908. [11]

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship

"MALTA."

Captain H. Powell, carrying His Majesty's Mails, will be despatched from this for COLOMBO, MARSEILLES and LONDON, on SATURDAY, the 19th September, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. India, 8,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France, and Tea for London, (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed direct by the R.M.S. Malta, due in London on 26th October, 1908.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

F. J. ABBOTT, Acting Superintendent.

Hongkong, 9th September, 1908. [7]

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"VILLE DE LA CIOTAT."

Captain C. Barillon, will be despatched for the above Ports on or about MONDAY, the 14th inst.

For Freight or Passage, apply to

P. NALIN, Acting Agent.

Hongkong, 7th September, 1908. [14]

NORTHERN PACIFIC LINE

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, B.C.

KEELUNG, MOI, KOBE, YOKKAICHI, SHIMIDZU AND YOKOHAMA.

Steamer "Toni" Captain. Sailing d. to 1908.

"Insuric".....4.789.....Boyd.....{About 20th Sept.

These steamers are specially fitted for the carriage of Asiatic Stevedore passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong 26th August, 1908. [19-20]

Dentistry.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 20th June, 1904. [60]

Dr. M. H. CHAUN, THE LATEST METHOD of the

AMERICAN SYSTEM OF DENTISTRY

35, QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 16th April, 1907. [100]

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, GARD ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superiores will also be (most grateful) for any PAPER, or old ENVELOPES, to be made into Books for the Children of the Poor Schools who are taught by the Sisters.

Gard Road, and 4th Floor. [101]

HONGKONG AVERAGE MARKET PRICES.

Corrected 4th September, 1908, per 5 Mts.

BUTCHER MEAT.

Cents.

Beef sirloin & prime cut—Mei Lung Pa B. 18

" Corned—Ham Ngau Yuk 18

" Roast—Shio " 18

" Breast—Ngau Lam 13

" Soup, Tong Yuk 15

" Steak—Ngau Yuk Pa 18

" Sirloin—Ngau Lau 18

" Sausages—Ngau Yuk Chung 10

Bullock's Brains—, Knaw per set 26

" Tongue fresh—Ngau Li each 50

" corned—Ham Ngau Li 58

" Head—Ngau Tau 30

" Heart—Ngau Sum per lb 12

" Hump, Salt—Ngau Kin 18

" Feet—Ngau Keok each 7

" Kidneys—Ngau Yiu 10

" Tail—Ngau Mei 17

" Liver—Ngau Con 12

" Tripe (undressed)—Ngau To 7

Calves' Head and Feet—Ngau-chai-tan-keok set \$1.00

Mutton Chop—Yeung Pai Kwat 22

" Leg—Yeung Poi 22

" Shoulder—Yeung Shau 24

Pigs' Chittlings—Chi cheong 24

" Brains—Chi Know per set 2

" Feet—Chi Keok 13

" Fry—Chi Ohak 13

" Head—Chi Tau 14

" Heart—Chi Sum each 10

" Kidneys—Chi Yiu pair 10

" Liver—Chi Koo 7

" Pork Chop—Chi Pai Kwat 22

" Corned—Ham Chu Yuk 22

" Leg—Chu Poi 22

" Farce—Lard—Chu Yau 17

Sheep's Head and Feet—Yeung Tau 50

" Keok set 10

" Heart—Yeung Sum each 6

" Kidneys—Yeung Yiu 10

" Liver—Yeung Con 22

Sucking Pig, To Order—Chu Chai 22

Suet Beef—Sang Ngau Yau 20

" Mutton—Sang Yeung Yau 24

Veal—Ngau Chai Yuk 20

" Sausages—Ngau Chai Yuk Tong 20

POULTRY.

Chicken—Kai Chai 17

Capons, Large, Small—Sin Kai 30

Ducks—Ap 16

Doves—Pan Kai each 18

Eggs, Hen—Kai Tan per doz. 24

Fowls, Canton—Kai 30

" Hainan—Hoi Nam Kai 16

Geese—Ngo 22

Geese, Wild Shanghai—Sheng Hoi Ye pair 22

Musk Deer—Wong Keng each 10

